The Bays Precinct Reference Group workshop
Meeting Notes

Community Reference Group attendees
Thursday August 3rd, 5:00pm to 7:30pm:

<table>
<thead>
<tr>
<th>Organisation</th>
<th>Name</th>
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<tr>
<td>Balmain Precinct Committee, Rozelle Precinct</td>
<td>Michele Hacking</td>
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<td>Committee</td>
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<tr>
<td>Bays Community Coalition</td>
<td>Maire Sheehan</td>
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<td>Bays Community Coalition</td>
<td>Damien Hawcroft</td>
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<td>Bike Leichardt</td>
<td>Bob Moore</td>
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<td>Blackwattle Cove Coalition</td>
<td>John Brooks</td>
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<td>Coalition of Glebe Groups</td>
<td>Jan Wilson</td>
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<td>Council of Ultimo/Pyrmont Associations</td>
<td>Mary Mortimer</td>
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<td>Dragon Boats NSW</td>
<td>Tamsyn Glen</td>
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<td>EcoTransit</td>
<td>Nathan English</td>
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<td>Glebe Point Residents Group</td>
<td>Susan Cleary</td>
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<td>The Glebe Society</td>
<td>Lesley Lynch</td>
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<td>Pyrmont Action Inc</td>
<td>Elizabeth Elenius</td>
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<td>Pyrmont History Group</td>
<td>Donald Denoon</td>
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<td>The Glebe Society</td>
<td>Asa Wahlquist</td>
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<td>White Bay Stratas Committee</td>
<td>Michael McNamara</td>
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UrbanGrowth NSW attendees:
- Communications and Engagement: Anh Dang (Chair), Melanie Ryan, Reem Finkelde, Michala Lander
- Project Team: Humfrey Whitaker, Eric Brodie, Geoffrey Gerring, Stephanie Ballango

Others present:
- Fred Holt, 3XN
- David Haseler, FJMT
- Brian Elton, Elton Consulting
- Derek Nolan, Elton Consulting

Agenda item | Notes
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Welcome and recognition of Country | Anh Dang, Chair
- The Chair welcomed Reference Group members
- The Chair outlined the new structure of UrbanGrowth NSW, the appointment of an interim CEO and the new reporting structure into the Premier’s office
- The Chair asked all present to introduce themselves to the room and handed over to Brian Elton to facilitate the workshop.

Purpose and structure of the workshop | Brian Elton outlined the purpose and objectives of the workshop:
| Brian Elton, Facilitator | To get a real understanding of what is important to the Reference Group, to aid UrbanGrowth NSW in planning for the area  
|                              | For the community to test the draft principles, and to contribute to the opportunities and constraints identified for the area  
|                              | To introduce the Reference Group to the design team early in the planning process. |

| The Bays Precinct project update | Bays West |
| Eric Brodie, Development Director | Eric provided an update on Bays West:  
| Humfrey Whitaker, Acting Project Leader for Bays East | - A draft preliminary masterplan (sometimes called an urban design framework) is being finalised and will be brought to the group later in the year. A transport update will also be presented  
|                              | - Consultations have begun with Transport for NSW on Sydney Metro West and the Bays Precinct  
|                              | - White Bay is to remain as a working harbour  
|                              | - Bulk construction materials will remain on part of Glebe Island  
|                              | - Interim site activation of the White Bay Power Station site is being investigated.  
|                              | - Sydney Metro West is vital to the efficient redevelopment of Bays West destinations of White Bay Power Station, Glebe Island, and Rozelle Bay. |

| Bays Market District | Humfrey made a presentation providing an update on Bays East:  
|                              | - The Bays Market District masterplanning area was outlined and individual land areas identified. While Wentworth Park is not part of the area, there is a commitment to create connections between the park and Blackwattle Bay  
|                              | - Primary design teams have been appointed alongside consultants for background studies. Community engagement has commenced  
|                              | - The next step is to develop a concept design for the Sydney new Fish Market, prepare masterplan options, and undertake studies and reports for the rezoning submission  
|                              | - Masterplan options will be prepared in 2018.  
|                              | - Details of the modification sought on the Bank Street Marina were outlined. The modification is on public exhibition until 11 August 2017 and submissions can be lodged with the Department of Planning and Environment. UrbanGrowth NSW is the proponent for the modification on behalf of Roads and Maritime Services (RMS) who is the owner of the land. UrbanGrowth NSW will be required to provide a response to issues raised with the Department of Planning. |

| Questions and Answers | Reference Group members raised a number of issues and questions with the project team. These focused on:  
| Brian Elton, Facilitator | - The proposal for 5 Bank Street including: |
- a lack of confidence in the consultation process and breach of faith by UrbanGrowth NSW
- a belief that the proposal prejudiced/pre-empted the Bays District masterplan exercise
- questions as to why UrbanGrowth was the proponent and not RMS
- concerns for health and safety on land and in the water
- risks to the future of dragon boating/passive boating activities
- fear of dangerous water movements affecting boats
- the use of demountable office space on the site
- the impact on open spaces that were identified in previous masterplans
- the status of previous plans for a public park at the location.

- A letter was presented that was highly critical of consultations to date, asked for the withdrawal of the proposal for 5-11 Bank Street and for that site to be included in discussions of the Bays Market District masterplanning (attached below).

- Clarification was provided that the land in question is 5 Bank Street. The primary use will be the mooring of charter vessels with 22 charter vessel berths proposed. Permissible related activities were outlined. The modification allows for associated land facilities in the form of office space and containers for a period of up to 10 years.

- Vessel movements would be different as a result of the proposed modification. Public foreshore access would be retained. UrbanGrowth was restricted in what it could discuss as this was a live planning matter. The making of submissions to the Department of Planning was encouraged.

- The Sydney Fish Market:
- The decision to move the Sydney Fish Market
- Impact of construction activity on surrounding areas
- Dealing with parking, and traffic movement and congestion on Bridge Road alongside development of the Sydney Fish Market.

  Detailed issues relating to the Sydney Fish Market were discussed as part of the table-based discussions, in liaison with the project architect.

- Wentworth Park:
- The importance of creating real linkages, both visual and physical, to Wentworth Park.

  A commitment was given on creating connections between the new Sydney Fish Market and Wentworth Park. Areas surrounding the site will be taken into consideration.

- Other issues
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<tr>
<th>Topic</th>
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<tr>
<td>Impacts of Glebe Island plans on traffic for the area</td>
<td>- Treatment of leases within The Bays Precinct.</td>
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<td>- Accommodating the Sydney Fish Market on a site that appears</td>
<td>- public access and public transport to the existing Market site is</td>
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<td>considerably smaller than the existing market site.</td>
<td>difficult and needs to be considered in planning for the new market</td>
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<td>- New design needs to consider where tourist buses (large and small)</td>
<td>site.</td>
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<td>will park to enable convenient access to the new market. At the</td>
<td>- Consider a ferry wharf for the new market.</td>
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<td>moment this is highly problematic.</td>
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<td>Public access and public transport to the existing Market site is</td>
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**Masterplanning process**
Stephanie Ballango, Assistant Development Director

Stephanie made a presentation outlining the planning process including:
- The State Significant Precinct (SSP) Process
- Details of the SSP Study Requirements
- Key considerations
- Seeking feedback on the draft masterplan principles, creation of masterplan options and the public exhibition process.

**FJMT Presentation**
David Haseler, Principal at FJMT

David Haseler made a presentation on the masterplan vision and draft principles:
- The Bays Market District is being considered in a Sydney-wide context that includes its location as an intersection of The Bays Precinct and the City, existing primary connections, its relationship to Sydney’s coves and creating an extended waterfront promenade
- A mixed-use quarter could be developed with public space and cultural facilities, employment opportunities, living spaces and services/retail amenities
- 20 draft masterplan principles have been developed under the following themes:
  - Landscape and environment
  - Access and movement
  - Land uses and built form
  - Social, economic and community.

**3XN Presentation**
Fred Holt, Partner at 3XN

Fred Holt made a presentation on designing the new Sydney Fish Market:
- The new Sydney Fish Market will continue to be an authentic market; it will combine market operations with public access
- It will cater for different user groups including market workers, wholesale and private customers, visitors and residents
- A key design principle is to ensure that the Sydney Fish Market connects the water, Wentworth Park and the promenade
- The new Sydney Fish Market will provide for a variety of experiences along the promenade including public and social interactions.

**Workshop breakout sessions**
Brain Elton, Facilitator

Participants formed two groups to consider the 20 draft masterplan principles. David Haseler and Fred Holt divided their time equally between the two tables.
The main themes raised as part of the table-based discussions were:

- **Community principles**
  - Previous consultations and plans produced community driven principles. The draft principles should be compared/tested against these.

- **Masterplan**
  - Need for ambition and to ‘stretch the boundaries’ of what is possible
  - Long term time horizon needs to be considered – 50-100 years
  - Early delivery or ‘front loading’ of social infrastructure should be a principle
  - Affordable housing should be a principle
  - The District should be a ‘lively’ place with restaurants, shops, commercial linkages and a sense of atmosphere and place
  - Restaurant/social activity should have regulated opening hours. Delivery of produce and removal of garbage during working hours to minimise impact on any residential development
  - 30m foreshore promenade should be applied to the greatest extent possible and justified where not
  - Concern over the sell-off of public lands
  - Scale of proposed housing development at existing Fish Market site and overshadowing should be considered, including Wentworth Park and Bank Street
  - Emphasis should be placed on cycling and greening of the area with trees/vegetation
  - Glebe Island Bridge should be repurposed for public access via cycleway, footpath and possibly light rail. This would provide immediate access from the suburbs of White Bay, Balmain and East Balmain, as well as visitors from the Cruise Terminal to the City, Darling Harbour and new market.

- **Design for new Sydney Fish Market**
  - The new Sydney Fish Market should be authentic – a real, working fish market
  - An open rooftop would add strong amenity value
  - Complementary food offerings should be retained e.g. green grocer
  - NSW food produce should be showcased
  - Aesthetic of the heritage coal loader could be incorporated/respected in the new design
  - The Sydney Fish Market should not be exclusive and inaccessible, rather it should be open and affordable to all – an ‘everyman/everywoman’ place
  - Need to consider smell and be mindful of birds/mess
  - Design of new Sydney Fish Market could wrap around / connect with the housing proposed for the old market site to provide more areas for outside / inside dining for all ranges of dining experiences
- Regulated hours for garbage removal to minimise impact on existing residences and any residential development.

- **Transport and accessibility**
  - Public transport should be the priority
  - Need to address current deficiencies in pedestrian, bus, light rail and cycling options
  - Traffic difficulties on Bridge Road need to be addressed
  - Impact of concrete businesses on traffic and roads
  - Private motor vehicle access should be dissuaded
  - Plans are needed to deal with private cars/parking, tourist bus parking and access for working vehicles
  - Better linkages are needed between the light rail stop and the Fish Market e.g. elevators
  - New pedestrian routes from Wentworth Park and old Sydney Fish Market site to the new site via existing easements, bridges and tunnels need to be considered
  - A ferry service/stop and boat access is needed
  - Transport planning must cater for seasonal peaks and troughs in visitor numbers/cruise ships.

- **Wentworth Park**
  - Strong linkages are needed between Wentworth Park and the Sydney Fish Market, both visually and physically
  - Wentworth Park needs an active, overarching unifying vision
  - Wentworth Park must be protected from overshadowing by development.

- **Blackwattle Bay**
  - Protecting dragon boats and passive boating activities should be a principle
  - Clarity is needed on the consequences for existing wharves and plans for new wharves.

### Meeting close

Brian Elton, Facilitator

Brian thanked participants for their time and input to the meeting. He noted that their feedback would be documented in meeting notes, to be circulated with the reference group prior to publication as part of a consultation report.
Letter Presented to Bays Precinct Reference Group Workshop

Members of the Bays Precinct Reference Group

Dear Colleagues,

We have all been involved in Bays Precinct discussions since the International and Sydneysiders Summits when UrbanGrowth promised transparent and meaningful consultation. What do we have to show?

The Fish Market is moving to new premises; its present location (on public land) will be sold for high-rise apartments; and Blackwattle Bay Marina is to occupy 5-11 Bank Street with its 22 vessels, 22 shipping containers, garbage skips, gas bottles, demountable office building etc. There was no consultation with the Reference Group, and we learn of these developments mainly through the media, not from UrbanGrowth, which was surely involved in decisions for months before the announcements.

Now we are asked to discuss planning principles for the Bays Market Precinct, although decisions have been made already for most of it. For all we know, UrbanGrowth may also have committed the remaining fragments in confidential deals.

UrbanGrowth seems to have abandoned consultation, and treats the Reference Group as a toy telephone, a distraction from the real work of secret negotiations.

To regain some credibility, we ask them to withdraw their proposal for 5-11 Bank Street and include this site in our discussions of Bays Market District planning principles.

We seek this as assurance that the Reference Group has a real function. Otherwise we suggest a vote of no confidence in the state government’s plans for the Bays Precinct as represented by UrbanGrowth, and consider a collective withdrawal from these pointless meetings.

Yours,

John Brooks (Blackwattle Cove Coalition)
Donald Denoon (Pyrmont History Group)
Elizabeth Elenius (Pyrmont Action)
Nathan English (EcoTransit)
Lesley Lynch (The Glebe Society)
Mary Mortimer (Council of Ultimo/Pyrmont Associations)